

I-66 CORRIDOR/BOWLING GREEN OUTER BELTLINE

Level 2 Screening Evaluation -- *DRAFT*

ASSUMPTIONS

1. The typical section for the I-66 Corridor and the Bowling Green Outer Beltline is a 4-lane, divided freeway with two 12-foot lanes in each direction and a depressed grass median.
2. The right of way for the I-66 Corridor and the Bowling Green Outer Beltline will vary, therefore an average right of way width of 400 feet wide has been used for estimation purposes.
3. While the final corridors for both the I-66 Corridor and the Bowling Green Outer Beltline are 2,000 feet wide, a narrower 400-foot wide corridor was used to more accurately estimate the "true" impacts of the proposed projects. The center 400 feet of the 2,000-foot corridor was used to estimate impacts of the project, even though the actual location of the route could lie anywhere within the 2,000-foot corridor. This provides an estimate of the impacts that better reflects construction of this type of highway facility.
4. Interchanges or grade separations have been included at the intersections with all federal, state and local routes.
5. No improvements have been considered for either the Natcher Parkway, the Nunn (Cumberland) Parkway or the Natcher Extension. At some point in the future, reconstruction of both parkways is likely going to occur, but no costs for reconstruction have been included with this project. In addition, KYTC will need to consider upgrade of the parkways to current interstate standards if I-66 is coincident with the parkways, but again, no costs for upgrade of the parkways have been included.
6. For those I-66 alternatives that include widening of I-65 (Corridors 10, 11 & 12), a 10-lane freeway along the current I-65 route has been considered for estimation of costs, traffic and impacts to the natural and human environment. Because of the recent reconstruction projects along I-65 to convert it to a 6-lane freeway, the preliminary cost estimates only include the costs to add two additional lanes in each direction, to reconstruct each of the interchanges and to add 50 feet of right of way on each side. For the future traffic forecasts for the other I-66 alternatives, I-65 has been considered as an 8-lane freeway because of the commitment by KYTC in constructing the bridges to accommodate 8 lanes in the future.
7. For estimation purposes, the bridges crossing the Barren River and Drakes Fork have been considered completely spanning the entire 100-year floodplain as designated by FEMA in their National Flood Insurance Program.
8. The unit costs and preliminary cost estimates are in Year 2002 dollars and have not been inflated for inflation to a midpoint of construction of the facilities. This is partially because no funding exists for these projects and neither are included in the latest KYTC Six-Year Highway and Bridge Plan. Another reason is that construction costs have fluctuated in recent years instead of continuing an upward increase due to inflation.
9. Two growth scenarios were tested for this project. The first used population and employment data assembled by Bernardin, Lochmueller & Associates from information gathered from ForecastPro and compared to forecasts from Woods & Poole Economics, Inc. and the U.S. Bureau of Economic Analysis. The other used population and employment data from the Kentucky State Data Center. Based on review of the data, the second set of data forecasts a higher rate of growth for the Bowling Green and Warren County area. The traffic information shown in the corresponding tables for the various alternative corridors was developed using the higher growth scenario to show the worst case scenario.
10. The "E+C" shown in the first two columns of data in the table and utilized within the traffic considerations section represents the highway network for the existing system plus any currently committed projects in the Bowling Green area. We have shown the traffic measures for both growth scenarios to demonstrate the difference between each.
11. It should be noted that existing traffic along I-65 ranges from 36,500 vehicles per day (vpd), between KY 101 and the Nunn Parkway, to 44,800 vpd, between the Natcher Parkway and US 231. The future traffic forecasts on I-65 with each of the proposed I-66 Corridors is greater than 89,000 vpd. In order to provide an unconstrained comparison of the corridors, I-65 was modeled as a 10-lane freeway, even though the traffic volume corresponding to a Level of Service C for an 8-lane freeway is 95,680 vpd.